

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-10 (canceled).

11. (New) A method for deciding to trigger and for triggering restraint systems (5, 6, 7) of a motor vehicle (1), comprising:

- (S1) determining a current position of the motor vehicle (1);
- (S2) determining position-relevant environmental data of the motor vehicle (1);
- (S3) determining position-relevant reference values of the motor vehicle (1);
- (S4) determining position-relevant actual values of the motor vehicle (1);
- (S5) comparing the reference and actual values; and
- (S6) taking this data into account in the decision to trigger, and in the triggering of restraint systems (5, 6, 7).

12. (New) The method according to Claim 11, wherein the determining of position-relevant environmental data (S2) includes:

- (S2.1) reading-in environmental data which is relevant to the current position of the motor vehicle (1) from a first data source (8); and
- (S2.2) reading-in related position-relevant topology data from a second data source (9).

13. (New) The method according to Claim 11, wherein the determining of position-relevant reference values (S3) includes:

- (S3.1) determining reference values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1); and
- (S3.2) determining reference values for the orientation of the motor vehicle (1) based on the speed and direction of the motor vehicle (1) for at least one of the multitude of points on the route of the motor vehicle (1) that are defined by the sub-step (S3.1).

14. (New) The method according to Claim 12, wherein the determining of position-relevant reference values (S3) includes:

- (S3.1) determining reference values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1); and
- (S3.2) determining reference values for the orientation of the motor vehicle (1) based on the speed and direction of the motor vehicle (1) for at least one of the multitude of points on the route of the motor vehicle (1) that are defined by the sub-step (S3.1).

15. (New) The method according to Claim 11, wherein the determining of position-relevant actual values (S4) includes:

- (S4.1) determining actual values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1) that are defined in the sub-steps (S3.1 and S3.2); and
- (S4.2) determining the actual orientation of the motor vehicle (1) based on the actual values of the speed and direction of the motor vehicle (1).

16. (New) The method according to Claim 12, wherein the determining of position-relevant actual values (S4) includes:

- (S4.1) determining actual values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1) that are defined in the sub-steps (S3.1 and S3.2); and
- (S4.2) determining the actual orientation of the motor vehicle (1) based on the actual values of the speed and direction of the motor vehicle (1).

17. (New) The method according to Claim 13, wherein the determining of position-relevant actual values (S4) includes:

- (S4.1) determining actual values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1) that are defined in the sub-steps (S3.1 and S3.2); and
- (S4.2) determining the actual orientation of the motor vehicle (1) based on the actual values of the speed and direction of the motor vehicle (1).

18. (New) The method according to Claim 11, wherein the comparing of the reference and actual values includes:
 - (S5.1) comparing the result of the comparison of reference and actual values of the motor vehicle (1) to a predetermined threshold value; and
 - (S5.2) generating a corresponding signal.
19. (New) The method according to Claim 12, wherein the comparing of the reference and actual values includes:
 - (S5.1) comparing the result of the comparison of reference and actual values of the motor vehicle (1) to a predetermined threshold value; and
 - (S5.2) generating a corresponding signal.
20. (New) The method according to Claim 13, wherein the comparing of the reference and actual values includes:
 - (S5.1) comparing the result of the comparison of reference and actual values of the motor vehicle (1) to a predetermined threshold value; and
 - (S5.2) generating a corresponding signal.
21. (New) The method according to Claim 15, wherein the comparing of the reference and actual values includes:
 - (S5.1) comparing the result of the comparison of reference and actual values of the motor vehicle (1) to a predetermined threshold value; and
 - (S5.2) generating a corresponding signal.
22. (New) The method according to Claim 11, wherein the decision to trigger the restraint systems (S6) includes:
 - (S6.1) transferring or providing relevant data as a function of the reference orientation of the motor vehicle (1); and
 - (S6.2) transferring or providing relevant data as a function of the actual orientation of the motor vehicle (1).
23. (New) The method according to Claim 12, wherein the decision to trigger the restraint systems (S6) includes:

(S6.1) transferring or providing relevant data as a function of the reference orientation of the motor vehicle (1); and

(S6.2) transferring or providing relevant data as a function of the actual orientation of the motor vehicle (1).

24. (New) The method according to Claim 13, wherein the decision to trigger the restraint systems (S6) includes:

(S6.1) transferring or providing relevant data as a function of the reference orientation of the motor vehicle (1); and

(S6.2) transferring or providing relevant data as a function of the actual orientation of the motor vehicle (1).

25. (New) The method according to Claim 15, wherein the decision to trigger the restraint systems (S6) includes:

(S6.1) transferring or providing relevant data as a function of the reference orientation of the motor vehicle (1); and

(S6.2) transferring or providing relevant data as a function of the actual orientation of the motor vehicle (1).

26. (New) A device for deciding to trigger and for triggering restraint systems (5, 6, 7) of a motor vehicle (1), comprising:

- a navigation system (2) having a sensor system (10),
- data sources (8, 9) for data about vehicle orientations,
- restraint systems (5, 6, 7),
- at least one electronic control device (3) for the restraint systems (5, 6, 7), and
- at least one device (4) for taking into account data, the device allowing data from the navigation system (2) to be linked to the electronic control device (3).

27. (New) The device according to Claim 26, wherein data about the environment and topology of a route of the motor vehicle (1) is available from the data sources (8, 9).

28. (New) The device according to Claim 26, wherein the device (4) for taking into account data includes a first device for determining reference and actual values of the

position of the motor vehicle (1) using the data sources (8, 9) and a second device for comparing these reference and actual values.

29. (New) The device according to Claim 27, wherein the device (4) for taking into account data includes a first device for determining reference and actual values of the position of the motor vehicle (1) using the data sources (8, 9) and a second device for comparing these reference and actual values.
30. (New) The device according to Claim 26, wherein the device (4) for taking into account data has a further device for transferring or providing data.